



CANUSDIX 2004

Ketchikan, Alaska
20-24 September 2004



After Action Report

Prepared by:

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A. Background:

CANUSDIX 2004 was conducted from September 20-24, 2004 in Ketchikan, AK. This comprehensive exercise included formal Joint Planning Group meetings, international wildlife workshops, training and deployment of offshore oil response equipment, and several work group meetings. A schedule of events is attached.

This report is intended to summarize the proceedings of the major events and provide recommendations to improve response in the Dixon Entrance region, as well as improve future CANUSDIX exercises.

The format for this report will be objective based. Each specific objective will be reviewed and evaluated for level of success.

B. Major Accomplishment Summary:

- Conducted formal Joint Planning Group meetings to determine and draft new work group tasking to improve response in Dixon Entrance.
- Conducted an extensive multi-vessel on water exercise that was managed using the Incident Command System ICS-204 work assignments form.
- Developed a standard operations briefing format using the ICS-204 work assignments form.
- Conducted several multi-agency work sessions.
- Provided hands on equipment deployment training and cross training to all participating agencies.
- Conducted professional post deployment maintenance of all equipment.
- Provided several presentations to the Joint Work Group including a Canadian Coast Guard Organizational update, an overview and update of the Joint Contingency Plan and the National Response Plan, an overview of the USCG District Thirteen Incident Management Assist Team, security procedures for trans boundary movement of personnel and equipment, trans boundary funding issues, rat response, a case review and lessons learned on the M/V LeConte grounding, and places of refuge discussion.
- Hosted a presentation on historic properties protection.

C. CANUSDIX 2004 Objectives Summary:

The general objectives for this event were to exercise the CANUSDIX Annex to the Joint Plan, to improve emergency procedures for Dixon Entrance, and to expand the working relationships between all participants. Specific objectives included:

- Ensure and promote safety for all participants at all times.
- Provide a format for US and Canadian response agencies to improve working relationships.
- Provide a format for US and Canadian response agencies to receive cross training on each other's equipment and processes.
- Provide a format for the CANUSDIX Wildlife Response Working Group (Wildlife Response Working Group) and the CANUSDIX Resource Agency Working Group (Resource Agency Working Group) to meet and work on joint response projects.

- Conduct and evaluate a safe coordinated on-water equipment exercise incorporating lessons learned from past exercises and identifying potential improvements for equipment deployment and operations.
- Continue previous work assignments and identify the Joint Planning Group's future concerns for various Dixon Entrance Region response issues.

D. Specific Objective Review:

- ❑ **Ensure and promote safety for all participants at all times.**

Successfully completed. No injuries or "near misses" related to the exercise occurred despite the rainy conditions. SEAPRO developed a detailed safety plan, and conducted a thorough safety brief. In addition SEAPRO developed draft tailgate safety briefs, which were shared with responders and can be used in future safety briefs. A dedicated safety vessel was provided by the local Coast Guard Auxiliary and was on scene and available for emergency use. Shore side medical facilities were alerted to our training. Each unit involved in the exercise appointed their own safety officer, and were instructed to conduct safety briefs prior to each step of the deployment process. No safety infractions were observed.

Recommendations:

- Continue to stress safety at all levels.
 - Continue to have the host country provide the Safety Officer and develop the safety plan.
 - When possible ensure safety officers from each participating unit hold safety meeting early in the week to review and discuss safety plan and procedures.
 - Continue to conduct safety briefs at each unit prior to getting underway and prior to starting each stage of equipment deployment.
 - Continue to stress the small points: hard hats, ear/eye protection, safety communications, etc.
- ❑ **Provide a format for US and Canadian response agencies to improve working relationships.**

Successfully completed. The Canadian Coast Guard, U.S. Coast Guard (USCG), provincial, state and private response companies worked together daily at all levels. Work sessions were held on *Dispersants and In Situ Burn* applications with focus on decision-making processes, application capabilities and potential use. Field personnel worked closely on logistical issues and equipment deployment training. Senior level personnel met daily and provided input to the new 2005-2006 two-year joint work plan. An operations briefing workshop was held and a standard operations briefing format was developed and used during the joint field deployment portion of this exercise. In addition to the formal portion of CANUSDIX, participants continued to build relationships at informal dinners, BBQs, and other social functions.

Recommendations:

- Continue to provide meaningful activities that improve response management and team building. Activities that may be considered include joint objective development, procedural discussions for command post liaison, communications procedures, or other areas of joint concern.

Note: Results of the *Dispersants and In Situ Burn* work sessions will be provided in a separate cover at a later date.

- ❑ **Provide a format for US and Canadian response agencies to receive cross training on each other's equipment and processes.**

Successfully completed. Available personnel from both Coast Guards were spread among the various vessels and equipment to observe and provide assistance during the equipment deployment.

Recommendations:

- As discussed in previous lessons learned and if feasible, future exercises should continue to provide alternate platforms for cross training personnel.
- If funding permits, invite and include the other Coast Guard to deployment and equipment training not associated with CANUSDIX. This will enable those attending to focus on the equipment deployment process.

- ❑ **Provide a format for the Wildlife Response Working Group and Resource Agency Working Group to meet.**

Successfully completed. The **Wildlife Response Working Group** met and discussed updates to the *CANUSDIX Wildlife Response Guidelines* and reports on facility evaluations for migratory bird stabilization and treatment in Ketchikan and Prince Rupert. The **Resource Agency Working Group** met and discussed BC Resource Mapping Capability and the potential for a *CANUSDIX Places of Refuge Resource Agency Guidelines* document. In addition, the working group organized and held two half-day working sessions on Dispersant Use and In-Situ Burning. The results of both working group meetings will be provided in a separate cover to this report.

Recommendations:

- Continue to provide a format for the Wildlife Response Working Group and Resource Agency Working Group to meet and pursue activities that continue to support existing and new joint preparedness efforts in Dixon Entrance.
- ❑ **Conduct and evaluate a safe coordinated on-water equipment exercise incorporating lessons learned from past exercises and identifying potential improvements for equipment deployment and operations.**

Successfully completed. The equipment deployment for CANUSDIX 2004 was completed without any safety infractions. Several skimming and collection systems were deployed by the

CCGC Bartlett, USCGC Anthony Petit, the SEAPRO Oil Spill Response Vessel Rudyerd Bay and the SEAPRO Oil Response Barge #5. A lightering platform was deployed and included the Tug Tiger SEA 76, a lightering barge and the SEAPRO Sea Slug oil containment barge. The Fishing Vessels “Josie J” and “The Boat” towed Ro-boom in a u-shaped gated enhanced booming configuration. Vessels responded in accordance with the tasking orders issued under the Incident Command System ICS form 204.

All response vessels were briefed and provided written tasking orders. Vessels understood their mission and executed orders. The operations brief (which included safety and communications) was held prior to the deployment and was given using an ICS 204 assignments form.

Contracted fishing vessels took approximately 1000 ft of SEAPRO owned Ro-boom off a reel from the Coast Guard Base and towed it to the vicinity of Mountain Point. The Ro-boom was deployed in an “enhanced” boom configuration to cascade oil into the collection systems of trailing vessels. This provided ships with a real life configuration, and provided ship handlers with the opportunity to practice skimming in close quarters. A temporary storage device (TSD) was filled with water prior to the equipment deployment and later transported to the lightering station on scene. Establishing a lightering station, and exercising the filling and lightering of a temporary storage device was included as a lessons learned from previous exercises.

A personnel “DECON” line was established on the USCGC Anthony Petit to demonstrate the decontamination process for oil spill response workers.

Recommendations:

- Continue to include on water equipment deployment as part of CANUSDIX exercises.
 - Continue to have the host country direct the on water deployment using their particular response management system - ICS for USCG and RMS for CCG. Appropriate forms should be used and briefs conducted as in a real situation. In addition, a work group should be formed to see if combining ICS/RMS forms into one set of agreeable forms is feasible.
 - Continue to provide a standard agenda for conducting concise briefs. The ICS form 204 was used and provided only pertinent information to the oil spill responder supervisors. This form proved to be very effective.
 - Continue to include personnel decontamination procedures for all vessels.
- ❑ **Continue previous work assignments and identify the Joint planning group’s future concerns for various Dixon Entrance Region response issues.**

Successfully completed. The Joint Planning Group met in private session to determine tasking required for continuous response improvement in Dixon Entrance.

The work group will continue to use the annual CANUSDIX exercise as a format for completion of their work plan goals and for annual group meetings. A written summary of project scopes

and how the group plans to address the new tasks will be issued under separate cover (2005-2006 Joint Work Plan). These new tasks will improve response management in Dixon Entrance.

Items completed and lessons learned from CANUSDIX 2003 that were incorporated into this years exercise include: a standard operations briefing format (using the ICS-204 form), signature and acknowledgement of the overall safety plan by equipment deployment personnel, safety briefs conducted prior to all new operations, several safety issues corrected, use of the response management system of the host country, decontamination training, deploying a lightering station, annual work group review of the Wildlife Response Guidelines, and support of all working groups.

Recommendations:

- The Joint Planning Group should continue to meet annually at CANUSDIX to review the current state of response for Dixon Entrance, and provide direction and reach consensus on tasking as required.
- The Joint Planning Group should continue to support work groups to the maximum extent possible.
- The Joint Planning Group should include all Working Group Co-Chairpersons as part of the Joint Planning Group. This will help ensure that the Joint planning Group and the working groups arrive at mutually agreed-upon work activities.
- Exercise planners should continue to schedule meeting rooms and support needs for work groups at CANUSDIX exercises.
- The work group should continue to use CANUSDIX as an annual meeting and work-scheduling platform for completing tasks.
- The work groups should keep the Joint Planning Group informed of their progress.
- The work groups should provide the Joint Planning Group with a written summary.

E. Scenario Review:

No scenario was used in this year's event.

As per 2003 lessons learned it was recommended that a new scenario be developed that would promote the new tasking of safe anchorages and dispersant/in-situ burn decision-making processes. This may involve a collision with vessel on the border, or an offshore event with vessels asking to enter the best port for repairs, lighting or crew/passenger transfer.

Leading up to this year's event SEAPRO's Contingency Planner coordinated efforts and provided necessary background information (threat analysis, response equipment, etc.) for developing three realistic scenarios. The development of these scenarios were scheduled to take place at the Contingency Planners work group meeting during this exercise. Due to a scheduling conflict the Joint Planning Group canceled the Contingency Planners work group meeting. The development of three realistic scenarios is added to the 2005-2006 Joint Work Plan.

As noted in several previous lessons learned, **Contingency Planners should work towards development of a risk and threat assessment section for the Annex.** This information could then be used to develop response-planning strategies for the region. Include realistic scenarios and trajectories in this analysis.

F. Equipment Deployment Summary:

Deployments emphasized command and control, safety and training of personnel. Each unit conducted an internal debrief for the equipment and process that was used.

The following equipment was deployed during the on water exercise.

- **U.S. Coast Guard:**

The CGC Anthony Petit deployed the vessel of opportunity skimming system (VOSS) with the foam filled boom and the Lancer 25,000 gallon storage barge. In addition, the CGC Anthony Petit was the designated Task Force Commander and provided response direction to all on scene assets. On board decon training was held for the ships personnel and conducted by both the CG Pacific Strike Team and ship corpsmen. The USCG base supplied all necessary shore side logistics.

Unlike the fast sweep boom, deploying the foam filled boom was much quicker but required the ship to maneuver at a reduced speed. The ideal speed was roughly .5 knots.

The U.S Coast Guard Auxiliary M/V Inside Straight was utilized and provided safety/security on scene.

Equipment deployment de-brief comments:

- A good morning operations brief was conducted using the ICS-204 form.
- A thorough safety and communications brief was conducted.
- A thorough on board safety and operations brief was conducted by the executive officer.
- While waiting for other response assets to arrive on scene, the wind and current made the initial response operations difficult.

- **Canadian Coast Guard:**

The CCGS Bartlett deployed the Ro-boom side sweep with jib arm and the GT 185 weir skimmer. This deployment went smoothly, but there were some concerns that the Ro-boom system may be too large for the CCGS Bartlett.

Equipment deployment de-brief comments:

- At times during the deployment it was difficult to keep the vessel on course.
- Pre-rigging the jib arm assembly in the in-transit mode along the ship helped expedite the on scene deployment.
- Ship to ship communications between the vessels on scene was excellent and worked very well.

Suggested improvements:

- It would be helpful to the deck crew to have a rigging plan on the door of the response container. In addition, laminated photos of the response equipment being deployed (all responders) would help the response vessels on scene identify each other and rapidly facilitate response efforts.
- Improvements to deck tackle, i.e. blocks, lines and the chance to experiment with the placement of deck tackle during deployment may lead to a more efficient operation.
- Double-check all equipment prior to deployment to insure a smooth operation.
- Establish a DECON exercise on board and hold more of these types of exercises in the future.

▪ **Burrard Clean**

Burrard Clean did not deploy any response equipment for this exercise. Burrard Clean utilized this exercise as a learning platform and were observers during the equipment deployment.

▪ **SEAPRO**

SEAPRO deployed the Oil Spill Response Vessel Rudyerd Bay. This vessel has a sweep width of about 46 ft. using two Lori brush skimmers and 65 bbl. on board recovery capacity and provides a rapid (15-20 minutes) deployment time once on scene. Offload is accomplished using DOP 160 pump with water injection flange. The vessel is suited for recovery for near shore operations. In addition, the Oil Response Barge 5 was deployed in a “V” skimming configuration utilizing two small boats and the Tug Artie. The M/V The Boat and the fishing vessel Josie “J” retrieved 1000 feet of Ro-boom, which was pre-staged at the USCG Base and transported to the operations area. The Ro-boom was deployed in an enhanced booming formation with a 10-foot gate. The Sea Coast Tug Tiger and the Barge SEA 76 formed up a lightering station near California Head. Prior to the operational period a 60K Sea Slug (temporary storage devise) was filled with 20K gallons of fresh water and retrieved/towed by the Rudyerd Bay to the lightering station near California Head.

Equipment deployment de-brief comments:

- The morning operations brief was short and to the point (excellent).
- The communications on scene and the overall coordination of response assets worked well.

- The on scene weather conditions may have been a factor provided the weather worsened. Under the same conditions Ro-boom vs. harbor boom from the Oil Response Barge 5 would have worked better.
- During the next equipment deployment modifications to the enhanced Ro-boom configuration should be explored. Placing the gated portion of the Ro-boom further from the end would form more of a funnel for collection, much like an ocean/current buster design.
- A suggestion was made to allow more time to practice maneuvering the enhanced boom (making turns).

G. Safety:

Safety is always the top priority for any response or training activity. For this deployment, SEAPRO provided the on scene safety officer, and the USCG Auxiliary provided a dedicated safety vessel. SEAPRO developed the overall safety plan and distributed to participants. Safety was successful, with no injuries. The following was noted and needs to be continued in future training:

- All response supervisors signed the acknowledgement form for the overall safety plan.
- Tailgate safety briefs were conducted prior to the start of response operations. This type of safety brief was developed by SEAPRO and proved to be very effective.

H. On Scene Communications:

No problems or issues were reported. Marine CH 81A was the main channel for communication to and from the task force commander. This prevented channel clutter and sped the flow of information. Marine CH 16 was used for emergency, distress and hailing. SEAPRO VHF TAC 1 was used for all SEAPRO assets. In addition SEAPRO used their repeater to cross link with Burrard Clean Operations UHF to test communications capabilities.

In a real event, remote communications will likely be an issue. To pre-identify potential problems, it was recommended in previous exercises that a communications survey be conducted of the area to determine cell phone, satellite telephone and VHF and UHF coverage, along with INMARSAT voice and data transmissions capability. This survey can be done outside of CANUSDIX exercises, and combined with other missions in the area.

I. Future Exercise Recommendations:

A meeting of the Joint Planning Group and exercise planners was held to discuss CANUSDIX 2005. The following input was provided to the planners for consideration; the joint 2005-2006-work plan document will create direction for improvements to the plan. Work groups need to be established and project officers identified.

- CANUSDIX 2005 is scheduled for the week of 12-16 September in Prince Rupert, Canada.
- Complete the 2005-2006-work plan.

- Continue to include equipment deployment exercises as part of CANUSDIX, and use the response management system of the host country to control. Determine feasibility of developing mutually compatible RMS/ICS forms.
- USCG and CCG coordinate and conduct joint Incident Command System (ICS) and Response Management System (RMS) training.
- Conduct a new threat assessment for the Dixon Entrance region and develop a threat assessment section to the CANUSDIX Annex.
- During this meeting the OSCs requested a legal review of both the draft Places of Refuge and the signed/approved CANUSDIX Annex - Wildlife Response Guidelines. The Working Group Co-Chairs strongly disagree with this recommendation and requested the Joint Planning Group reconsider after all stake holders have the opportunity to discuss it with them further. Due to time constraints during CANUSDIX 2004, the Working Group Co-Chairs feel an opportunity to discuss the issue at length was not afforded. However, the OSCs are ultimately responsible for the proper expenditure of any federal funds and want legal counsel to review the documents to ensure there are no conflicts with existing U.S. and Canadian law or policy. Given that there are no compelling arguments for withholding the documents, the U.S. has already delivered the documents to their legal teams.
- Continue improvement of Wildlife Response Guidelines as needed.
- During this meeting the OSCs requested that the trustees provide an overview of the latest science/literature on oiled wildlife survivability, develop or provide a field guide for wildlife identification, and develop/incorporate “triage” into the Wildlife Response Guidelines. The Working Group Co-Chairs strongly disagree with this recommendation. An overview of the “latest science/literature...” was presented by one of the world’s experts in Ketchikan in 2002 and in Prince Rupert in 2003. The existing guidelines are consistent with the U.S. Fish and Wildlife Service (USFWS) policy as outlined in the 2004 Best Practices for Migratory Birds during Spill Response. This policy includes triaging of oiled birds by qualified individuals in bird treatment facilities. Discussions with wildlife resource trustees and International Bird Rescue Research Center representatives following the 2004 meeting confirmed the information articulated in the “pre-meeting”; namely, that it is not feasible or advisable to “triage” oiled migratory birds on the beach. A representative from the USFWS agreed with the previous statement during the plenary session. The OSCs acknowledge the Working Group Co-Chair and Trustee position, but still feel there is an opportunity to make further advancements in wildlife response beyond the current approach. The OSCs continue to be driven by a desire to increase wildlife survivability and reduce unnecessary suffering while fulfilling statutory responsibilities as stewards of federal funds. Therefore, the OSCs want to retain this work list item and will speak directly with the Trustees to work out details and resolve any conflicts.
- USCG and CCG explore and evaluate various web-based systems for real time information sharing during a response. Evaluate web EOC and other incident management software packages.

- Develop a logistics/personnel accommodation resource list and incorporate into the CANUSDIX Annex.
- Conduct a Dixon Entrance Contingency Plan (communications only) response exercise.
- USCG, CCG and industry logistics planners review and update plans for rapid deployment of response equipment.
- Continue to include and support all work groups during the annual exercise. For 2005, consult with work group leaders well in advance to schedule and provide meeting space and support as required.
- Proposed for CANUSDIX 2005
 - Conduct an on-water communications exercise and include both USCG and CCG Buoy tenders, SEAPRO, Burrard Clean, and Canadian VTS. Test remote communications in Dixon Entrance (cell, satellite, radio, etc.). Test for dead areas throughout region transit.
 - Conduct a shoreline boom deployment exercise in a high current area.
 - Analyze/compare/contrast ICS and RMS. Appoint a workgroup to develop mutually compatible ICS/RMS forms. Goal - present draft to Joint Working Group during CANUSDIX 2005.
 - Conduct command post “merger” tabletop exercise. US/Canadian OSCs establish separate command posts for the first 1-2 day period. Test the coordination of U.S./Canadian response organizations and subsequent command post/leadership merger. Initially set-up tabletops in separate rooms in the same hotel.
- Proposed for CANUSDIX 2006
 - Conduct large-scale logistics and remote equipment deployment in the vicinity of Haystack Island.
 - Conduct a real time information sharing exercise. Establish a website, post photos, media releases, response updates, etc.

Distribution:

All Participants via E-mail.

Enclosures: (1) Participants list
(2) CANUSDIX 2004 Schedule of Events

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This list includes those personnel who participated in this event and/or provided contact information.

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